

— 100 —

National Library of Australia

<http://nla.gov.au/nla.news-page150>

445

Circular Quay was built it was with the intention of manning a float from it. Now that the engine-room all the woodwork is over a cinder. The heat in the saloon was so great that

This could be done by having two boilers, in one of which the steam could be up, and a fire laid in

so that in case of fire it could immediately below the bridge, which in that lit and steam got up in a very place is the thick was burnt through. One of

for use along the wharfs as well as out in the harbour. In fact there are many parts of the harbour which it is impossible to reach at the present moment with five appliances of any kind at hand. A float would be able to reach those the starboard lifeboats, which was on the main deck, was completely destroyed, leaving only a few charred boards. The deck is twisted severely. There was between aft and aft of water in the hold. The forepart of the vessel has not been

on the scene at 3.15 a.m., and the fire was found to be amidships. They quickly manned the

Fire Station would not cost more than \$1000 per year for maintenance. The fact that the legislature was so stupid as to pass such a law is rather strange that we are without proper fire-extinguishing appliances. Through the port not being included in the Act of 1854 there are no funds for the purchase of a boat. I think it would be only a fair thing for the Government to find the money, and the underwriters and the shipowners to allow the Fire Brigades Board. The boat would not only be useful for putting out fires, but it would be valuable to the underwriters for pumping out vessels at anchor. It also means that our shipping is unprotected from fires.

Yes, that is practically the position. I look on the Captain Cook as a very good boat, but the reason why it was intended, but the men on board are untrained in firemanship. That discounts the value of the boat considerably for fighting fires.

Yes, but the Captain Cook is not really stationed too far down the harbour, but she may be used to one another's

down the harbour, and the men, and with the help of the steamers Captain Cook and Rolland, which had arrived, extinguished the flames. The fire was out at 7 a.m., and it was very hot. The fire was made much when the fire was at its height.

REPORT OF FIRE BRIGADE.

The call was received by the telegraph. Fire Brigade No. 1, and Smith's watchman by the G.P.O. telephones at 2.40 a.m., the fire having been discovered a few minutes before. The members of the brigade were sent to the fire, and the boat of Ebenezer, and by means of boats took hose on board the boats. The tug Rolland, with a despatch pump, and the pilot boat Captain Cook, were sent to the fire, and the boats in their efforts. Both vessels were situated in mid-strait in Johnstone's Bay, and we moved together. The saloon and cabin of the boat were damaged, and the rest of the ship was severely damaged by fire, heat, smoke, and water. The principal damage by fire to the Emma was

one of the large ocean-going steamers was alight down the bay, and the Captain Cook out of the of the ship being damaged chiefly by steam, water, and smoke. They had no cargo on board

A THEORY OF HOW IT HAPPENED.—In the chance of anyone being aboard and the impossibility of anyone getting below, even if they climbed over the side of the vessel, a theory is advanced that rats were the parties getting aboard, and that some of them were in the cabin. The watchman says that he believes this was so, and in no other way can he account for the fire. The watchman, he excepts the general run of vessels, has a fair number of rats aboard, and several dead ones were in evidence in the cabin yesterday. The only light on the vessel was the ship's riding light, which the watchman hung up at dusk, and he is sure that it could not in any sense be responsible as a cause of the accident.

ACTION OF THE POLICE.

The Victoria Insurance Co. Commercial Union Company for £4500, and in the South British for the same amount. The Esau is insured in the Commercial Union for £3500, and South British for £2500. The latter is largely insured in other office by the prime policy-holder, so that the loss is pretty well distributed.

COLLISION IN MORETON BAY.

THE RANEAHO STRUCK BY A SCHOONER.

— BOTH VESSELS DAMAGED. —
(By Telegraph.)

A contingent of seven conscripts disembarked with the Water Police Station under Inspector Hyam left in their steam launch at 4.30 a.m. for the

REPORT FROM A VESSEL CLOSE AT HAND.

Captain Dorn, of the tugboat Carnegie, which is lying close to the Victorian, stated that his watchman roused him out about 3 a. m. and told him that a vessel was in the harbor. Captain Dorn immediately went to his bunk, and the watchman, who was on the bridge, called out to him, and coming with a fair wind struck the Rensselaer, which was going full speed on the port side, and the tugboat, cutting her from the deck to about 18 in. below the waterline. The schooner struck with great force, for the iron plates on the side of the tugboat were bent in, and the iron plates on the schooner's side were bent in, and the plates being quite stiff in with. Captain Thorne, who was on the bridge at the time of the collision, said that the schooner was going at a

getting no answer, he pulled round to the steamer on the other side, that being the South Australian, swung out. In four minutes everything was in perfect order, and the crew were told off in gangs

and hailed her. Still responding no answer there came a small boat from the ship, and between them they ran the ship's bell, which awoke the people on shore. Captain Deane says that he was going to land the boat, but the burning vessel was having no appliances, he thought they could be little use.

THE WATCHMAN'S STATEMENT.
The watchman (Mr. McLeod) states that when he turned in on Wednesday night everything was quiet, and he was about to go to bed, when a small boat came from the ship, and the crew of the vessel raised clear of the water by giving the usual a call to start-board. While the sailing

and on coming on deck or the Luma, on which he was sleeping, found that the Victorian was on fire. He immediately started to throw water on the fire, but the flames were too strong for him, and he was obliged to take the vessel into shallow water near the pilot station; but as soon as all danger seemed passed

fire with buckets; but, finding that it was no good, got the donkey-engine going. The fire was then damped, and he began to play water on with a hose.

DESCRIPTION OF THE VESSELS.

As stated, no steamer is better known in the international steam service than the Victorian. Like all the others belated to the Delaware Steamship Company, and in the passenger trade is very popular. She is built with what might be called a low bridge deck extending from well forward ast to the aft rail. A break occurs at the fore hatch, where a ladder descends to the main deck, and that is a sharp angle to the foremast deck. The Enu is a flush upper deck steamer. The Victorian has been laid up

ing the company's wharf at 4.30 this morning. The Port Office authorities sent the Government steamer, the *Albatross*, to the wharf to receive the schooner *Monita*, and the *Miner* towed her up to town, arriving just before noon. The schooner is badly damaged, her stowage compartments and the ribs and all head-gear were carried away. The bows were very much knocked about. Several iron plates were torn away.

MR. MICHAEL DAVITT.

RECEPTION AT NEWCASTLE.

[BY TELEGRAPH.]

period. The respective dimensions of the vessels are—Victorian, 225ft. 8in. by 26ft. 4in. by 13ft.

gister. Enter, 17901, ssn. by 3621 ton and 184 ft. l.; tonnage, 616 tons gross; 265 tons net and 184 ft. l. The ship was built at Glasgow by James Henderson and Co. on the Clyde, specially for the intercontinental trade in the Atlantic S.S. Company's service. She sailed from Glasgow for New York on the night of the 2nd of August the same year by Blackwood and Gordon.

THE PILOT STEAMER CAPTAIN COOK.

Our Weston's Bay correspondent reports:—A

ceived at South Head at 4.58 a.m., notifying a vessel on fire in Johnston's Bay, and to send the Mr. Davitt, who was warmly received, thanked the Mayor and all present for the enthusiastic re-

The Cook to whom the signal was given, signifying that the boat was to be hoisted, was at the signal staff at 5.7 a.m., and blue lights were burned at 5.3 a.m. for the pilot steamer to proceed at once. These signals were answered by Captain Croer at once, and the Captain Cook left her moorings in Watson's Bay at 6.12 a.m., and steamed on to the open sea, where she was sighted by the "Aurora," which was at 6.48, arriving alongside the "Aurora" at 7.00 a.m.

The chair was taken by the Mayor. On the platform were Messrs. J. G. O'Connor, J.

was extinguished. Her services not being further required, she left for Watson's Bay, arriving back at 7.55 a.m.

A PRELIMINARY SURVEY.

Captain Laidman, of the Underwriters' Association made a preliminary survey of the steamers Victorian and Emu yesterday morning at 8 o'clock, and on arrival found that the South Australian was the largest.

each other, the Emu being in the centre. The captain states that so far as he could see the whole

destroyed. All woodwork in the engine-room was destroyed, one boat and part of the bridge deck destroyed, part of main deck burned. The upper and the top side sleepers for about 60ft. are badly buckled. On examining the hold there was found to be about 5ft. of water in it, which the company was going to pump out during the day. The stevedores refused to allow the water to be removed, to the great indignation of the crew, who were informed to accompany the superintendent of the vessel.

pumped in by the original steamers to extinguish the fires.

ON BOARD THE EMU.

The principal damage on both vessels is on the starboard side, their beams moored starboard to starboard.

CONDITION OF THE VICTORIAN.
Nearly the whole of the starboard side of the

part of the bridge, ladies' saloon and cabins, accompaniment and boat and skids are burnt out. A lot of

the top deck is burnt stringer-plates and engine-room bulkheads on the starboard side twisted. The lagging on the cylinder is charred. The engineers' companion burnt. The saloon is burnt or charred completely from amidships to the stern, and from the pantry on the star-

The pantry and bathroom are so burnt that they are unrecognizable - the kitchen is a mess.

pantry was completely smashed by the heat. Enthusiastically.

re-exports of wool to the United States. That country indeed took 52,817,200 lb. of foreign wool from

re-exports of wool to the United States. That country indeed took 22,817,500lb. of foreign wool from Great Britain, as compared with only 11,539,500lb. in 1894. The total value of the wool exports was 46,878,000lb. of wool re-exported, while the total re-exports can be shown as an increase of 22,000,000lb. There can be no question whence came the source of the increase, and it is a fact that the wool trade in the increase in the exports of wooled also the demand for America furnished the largest proportion.

At a meeting held at North Sydney yesterday, the members of the Sydney Wool Growers' Association, a prospectus for the formation of a cold storage and meat manufacturing company to carry on such business in the district, was read. Mr. J. W. Lee was in the chair. Messrs. Shadler and Jennings took a prominent part in the proceedings.

At the Berlin correspondent of the *Economist* speaks of the trade of Hamburg in 1894 as having declined because there was a decline in

[illegible]

For teas the demand was rather quiet throughout; what little there was being chiefly for Panyongs at from 6½d to 7d, and cheap Indian

pekos. In confirmation of the private cable published some time back of an advance in the Ceylon market, mail advices now state that the firmness of the market was mainly due to the large number of American and Canadian orders. At the recent sale it is stated that ordinary rough-leaded pekos averaged over 40c. While one particular brand of pekos that was purchased for this market bore the advance at 34c. sold at 41c., and a broken pekos at 47c. to 60c., an advance of nearly 50 per cent. It is further stated that the market for 70-72 ad. an auction sale of Indian and Ceylon tea will be held at the city mart next Wednesday. Messrs. Davenport and Co.'s Indian Tea Circular, dated 20th July, states—

The Citrus is a the berth for Australia to sail about 31st instant, and the Bancrooks on the 7th proximo. The Citrus will bring 177,016lb. of tea for Sydney and 236,630lb. for Melbourne.

A good steady demand continued to be experienced for all grades of sugar to-day at recently quoted figures.

[illegible]

Good sales were noted of Nicholson's gin and Held's stout. The English market does not appear to be very promising. A great falling off is reported in the brandy business, and stocks of rum have increased considerably.

Oils showed no improvement, nor indeed any change of note. Kerosene is still nominally quoted at 8½d to 8½d, in bond; but the only business passing was for export at 8½d. Castor and linseed were quiet and unchanged.

In spirits, the only movement was a

hides of the London for average at 24 1/2d. A fair sale of bales of burmah changed hands at 3d 9d, and woolpacks at 16 1/2d for 11 lb. Cornsacks ruled quiet at 4 1/2d.

There were very few quib of late. Some holders are finding that this article meets with a better sale in the country when put up in cornsacks. This is therefore being done, due allowance being made for the extra cost of the sacks. In some districts are almost unsaleable, while in the city they are much more negotiable. Besides this advantage the freight on the tank is saved, this is a point of great consideration. English sack is worth about 6d more than the foreign.

Under sandries may be mentioned 200 casks of Woudham cement, 11s. Delivery has just been completed of 18,500 casks of Abou's Portland cement, 11s. 6d. per cask. The last 1000 casks were booked in addition yesterday at agents' prices. Five tons whiting, to arrive, 57s 6d.

The total value of imports into the port of Sydney for the week ending 17th August, 1895, amounted to £272,711. From 1st January to 17th

number of 1150, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 7600, 7650, 7700, 7750, 7800, 7850, 7900, 7950, 8000, 8050, 8100, 8150, 8200, 8250, 8300, 8350, 8400, 8450, 8500, 8550, 8600, 8650, 8700, 8750, 8800, 8850, 8900, 8950, 9000, 9050, 9100, 9150, 9200, 9250, 9300, 9350, 9400, 9450, 9500, 9550, 9600, 9650, 9700, 9750, 9800, 9850, 9900, 9950, 10000, 10050, 10100, 10150, 10200, 10250, 10300, 10350, 10400, 10450, 10500, 10550, 10600, 10650, 10700, 10750, 10800, 10850, 10900, 10950, 11000, 11050, 11100, 11150, 11200, 11250, 11300, 11350, 11400, 11450, 11500, 11550, 11600, 11650, 11700, 11750, 11800, 11850, 11900, 11950, 12000, 12050, 12100, 12150, 12200, 12250, 12300, 12350, 12400, 12450, 12500, 12550, 12600, 12650, 12700, 12750, 12800, 12850, 12900, 12950, 13000, 13050, 13100, 13150, 13200, 13250, 13300, 13350, 13400, 13450, 13500, 13550, 13600, 13650, 13700, 13750, 13800, 13850, 13900, 13950, 14000, 14050, 14100, 14150, 14200, 14250, 14300, 14350, 14400, 14450, 14500, 14550, 14600, 14650, 14700, 14750, 14800, 14850, 14900, 14950, 15000, 15050, 15100, 15150, 15200, 15250, 15300, 15350, 15400, 15450, 15500, 15550, 15600, 15650, 15700, 15750, 15800, 15850, 15900, 15950, 16000, 16050, 16100, 16150, 16200, 16250, 16300, 16350, 16400, 16450, 16500, 16550, 16600, 16650, 16700, 16750, 16800, 16850, 16900, 16950, 17000, 17050, 17100, 17150, 17200, 17250, 17300, 17350, 17400, 17450, 17500, 17550, 17600, 17650, 17700, 17750, 17800, 17850, 17900, 17950, 18000, 18050, 18100, 18150, 18200, 18250, 18300, 18350, 18400, 18450, 18500, 18550, 18600, 18650, 18700, 18750, 18800, 18850, 18900, 18950, 19000, 19050, 19100, 19150, 19200, 19250, 19300, 19350, 19400, 19450, 19500, 19550, 19600, 19650, 19700, 19750, 19800, 19850, 19900, 19950, 20000, 20050, 20100, 20150, 20200, 20250, 20300, 20350, 20400, 20450, 20500, 20550, 20600, 20650, 20700, 20750, 20800, 20850, 20900, 20950, 21000, 21050, 21100, 21150, 21200, 21250, 21300, 21350, 21400, 21450, 21500, 21550, 21600, 21650, 21700, 21750, 21800, 21850, 21900, 21950, 22000, 22050, 22100, 22150, 22200, 22250, 22300, 22350, 22400, 22450, 22500, 22550, 22600, 22650, 22700, 22750, 22800, 22850, 22900, 22950, 23000, 23050, 23100, 23150, 23200, 23250, 23300, 23350, 23400, 23450, 23500, 23550, 23600, 23650, 23700, 23750, 23800, 23850, 23900, 23950, 24000, 24050, 24100, 24150, 24200, 24250, 24300, 24350, 24400, 24450, 24500, 24550, 24600, 24650, 24700, 24750, 24800, 24850, 24900, 24950, 25000, 25050, 25100, 25150, 25200, 25250, 25300, 25350, 25400, 25450, 25500, 25550, 25600, 25650, 25700, 25750, 25800, 25850, 25900, 25950, 26000, 26050, 26100, 26150, 26200, 26250, 26300, 26350, 26400, 26450, 26500, 26550, 26600, 26650, 26700, 26750, 26800, 26850, 26900, 26950, 27000, 27050, 27100, 27150, 27200, 27250, 27300, 27350, 27400, 27450, 27500, 27550, 27600, 27650, 27700, 27750, 27800, 27850, 27900, 27950, 28000, 28050, 28100, 28150, 28200, 28250, 28300, 28350, 28400, 28450, 28500, 28550, 28600, 28650, 28700, 28750, 28800, 28850, 28900, 28950, 29000, 29050, 29100, 29150, 29200, 29250, 29300, 29350, 29400, 29450, 29500, 29550, 29600, 29650, 29700, 29750, 29800, 29850, 29900, 29950, 30000, 30050, 30100, 30150, 30200, 30250, 30300, 30350, 30400, 30450, 30500, 30550, 30600, 30650, 30700, 30750, 30800, 30850, 30900, 30950, 31000, 31050, 31100, 31150, 31200, 31250, 31300, 31350, 31400, 31450, 31500, 31550, 31600

[illegible]

ENGLISH COMMERCIAL
(BY CABLE.)
(FROM OUR CORRESPONDENT.)
— LONDON, Aug. 21.
SILVER.
Bar silver is quoted at 25 6½ per oz. standard.

THE PRODUCE MARKETS.—THURSDAY.

There was very little business transacting in the produce trade to-day. In the food-grains market there was a falling price for wheat, but the prices for the inferior grain samples at slightly reduced prices. In transactions, even at the lowest prices, the demand was very small. Oats had good inquiry, and sales were very firm. In the foreign department there was some slight change in the prices of the light deliveries of the local variety. The demand for incense hay has greatly improved during the last few days, and the prices have been somewhat advanced. The potato market had dull, buyers preferring to wait for arrivals from the foreign countries. A few of the week. Onions had fair sale at current prices. In dairy products bananas, as usual on Thursdays, were not much in demand. Young firm prices remain without quotable change.

[illegible]

CATTLE—**Horns**.—Fair demand; fair supply. Hunter River: medium green, £4 to £4 5s; prime brown hay, £3 10s to £3 6d; inferior, £3. **Railway**: inferior, £3; medium, £3 10s to £3 15s; prime green, £4 per ton.

POTATO MARKET.

Wholesale.—Fair supply. Quiet demand. The current quotations are:—Circulars: Prime, £8 10s to £2 15s per ton.

MISCELLANEOUS.

Oatmeal.—Prime, £3 15s to £3 17s 6d per cwt.

Flour.—Good house brand, £3; best, lower, 2s to 2½d per lb.

Hens.—Dark, 8d; good bright, 10d to 10½d; choice,
 12d.—Scarce. Finely rendered, in bladders, 4s; bulk,
 4½s.—Fair demand. 42½s to 44 per ton.
 Turkey.—Dark. 8d.
 To-day's morning quotations were
 Butter.—Firm. Good demand. Good supply. Creamery,
 4d; factory, 15d; dairy, 12d to 13d; Berrius creamery
 4d; factory, 15d; (with Coast and West Camden
 15d; factory 16d)
 Eggs.—Scarce supply. Good demand. 7½d per dozen.
 Bacon and Ham.—Fair supply. Moderate demand.
 Cured, 4d to 5d; machine, 4d to 4½d; farmers
 are doing better than last year.
 Cheese.—Scarce supply. Good demand; 8d; choice
 10d, 11d per lb.
 Coultry.—Good supply. Moderate demand. Fowls, 10 to 12
 s; ducks, 10 to 12 s; geese, 10 to 12 s; turkeys, cocks 6 to 8 s, hens 4
 s.

[illegible][illegible]

	New South Wales.	Queensland.	Victoria.	New Zealand.	Tasmania.	Total.
... ..	...	...	1,729	...	...	1,729
... ..	...	...	4,721	...	...	4,721
... ..	...	...	808	...	...	808
... ..	...	...	19,689	...	3,450	23,139
... ..	6,290	...	...	...	...	6,290
... ..	...	...	63	...	11	74
... ..	...	...	10	...	...	10
... ..	...	17	973	...	...	990
... ..	5	17	1,820	200	19,5	21,885
...
... ..	121	...	...	...	...	121
... ..	...	...	1,107	680	...	2,197

	Case	720	10	6	5	1,914
case	No. 1,911					1,911
case	51					51
case	82		720		1,900	2,697
case	51	270			17,000	17,268
case	2,019					2,019
case	10,278	4,860				15,138
case	6,290					6,290
case	456					456
case	No. 1,084					1,084

The importations from Adelaide were: 8350 bags chaff
1000 bags flour.

The exports for the same period were:—

Quantity	Value	New	Trans.	Total
----------	-------	-----	--------	-------

[illegible]

THIS being vegetable market day, business in the fruit
 ROBERT LITTLE AND CO., Grain and Produce Auctioneers,
 is daily at Redfern. Highest prices, prompt returns.—
 (W.)
 THE SOUTH COAST AND WEST CAMDEN CO-
 OPERATIVE COMPANY, Limited, Sussex and Liver-
 street, Sydney. Manufacturers of Choicest Creamery
 Butter.—(A.D.T.)

A fair day's business was transacted on the Mining market yesterday. Silver shares received the major portion of the public attention.

[illegible][illegible][illegible]

A Brown's Creek gash good progress is being made in erecting the large buildings for the reclamation of the area. Plans are being placed by the company so that many miners are employed at present, but a good number of men are employed at the building.

A Croydon telegram states that Mr. Francis Linstant Government Agent, has furnished information that a ship was wrecked off the coast of Victoria at a vertical depth of 1019 ft. from the surface, some twenty cutting out the hole. Mr. Kenna states that the ship was wrecked about 1876 or 1877, and that it took a distance of 1019 ft., will have to be sunk further distance of 225 ft. before they can get down 720 ft. He stated that the fault extended over a depth of 100 ft. At a meeting of the committee held last evening, he proposed that next night it was decided to commence work.

The vessel on the Brisbane Exchange to-day is No. 7, South Lady Mary, 10d.

BROKEN HILL, Thursday.
Since office opening were received a fortnight ago the Property Office has been busy.

wood work, but just lately supplies of suitable contracting are coming from the open cut have not been of the usual quality. The best class of ore has been passed through, and more will not be available until these particular levels are worked to gain. In consequence the management has decided to cease work pending a better prospecting of the ore in the lower part of the building, and the shafts have been closed down last night. By stoppage 50 men are thrown out of employment, although a few may 10 or 12, have been taken on at the new works.

CHARTERS TOWERS, Thursday.

Sales. Brilliant Central, 34.54, 34.54, 34.54. Wyndham

The Young Australian mine is still looking splendid. The manager says he has enough high-grade ore on sight to keep the battery going for 12 months. The local people are not sure that the mine will be one of the kings on the field. The Occidental, Great Western, Eureka, Port Bourke Tunnel, and their claims have large paddocks of ore at grade, waiting to be crushed as soon as rain falls. The distributors of the copper mines are getting along with their two water-jacket furnaces. They employ a large number of miners, smelters, and road carters, and their slag heap is growing

the Dry Hills are producing good oil, while the South Elmwood is not producing much. The Dry Hills are producing good oil, while the South Elmwood is not producing much. The Dry Hills are producing good oil, while the South Elmwood is not producing much.

[illegible][illegible]

South and Prentice, 3c 10d to 3c 3d. Of other districts the principal sales were:—South Star at 3c 3d to 18c; Chall's Freehold, 10c 3d; South Long Tunnel, 10c to 15c 9d, closing buyer 16c. Broken Hill Proprietary, Limited, declared a dividend (the 99th) of 1c per share, payable on the 15th September. Transfer books close on the 10th proximo.

TEMORA, Thursday.

Some stone, carrying excellent gold, is being quarried. It was found in Bell's abandoned reef, two miles north of Temora. The lowest crushing in the early days of Temora yielded 8dwt. per ton. Myer

party took up a few days ago, with the result that they have found rich stone in the 50th. district.

Three hundred tons of quartz from the Enterprise mine, are going through the Tumara battery. Stores, including the oil, are being piled up at the Tumara battery.

WALCHA, Thursday.

Messrs. H. Marshall and R. Wallace, who suggest an old claim at Tin within the past few days, have been successful in obtaining a lease. One went over to Tin, and the other took a party of men to the 50th district, where they have been discovered at The Cells, between the 50th and 60th districts. They are now working at a wild tract. Mr. Macquarie, as there is nothing doing at the 50th, has been ordered to the 60th. H. H. Young (member for the Hastings) and Mr. Macquarie (member for this district) to bring before the House to-day, a bill to amend the provisions of the last six miles of the journey, at the turn-off from the main road to Port Macquarie. A number of the members of the House, including Mr. Macquarie, Mr. Mowbray, where several nice specimens of gold have been found.

WEST WYALONG, Thursday.
The sinking of the underlay shaft to the water-level at the Mallets Bull claim is being vigorously pushed on, and good progress is being made, 105ft. having been negotiated. Colline and party are raising good-looking, highly-mineralised stone in their Brilliant claim, and are bagging some 100 lb. worth to Ball's satisfaction.

HENNESSY'S 3-STAR (***) PALE BRANDY, 6s 3d per Bottle.
CRAWFORD'S P. and O. WHISKY, 4s 6d.
LOCH and BEN HIGHLAND WHISKY, 3s 6d.
WHYTE and MACKAY'S SPECIAL WHISKY, 3s 6d.
GALLEY BRAND WHISKY, 3s 6d.
WOLFE'S SCHNAPPS, 4s and 2s.
VERY SUPERIOR OLD PORT WINE FOR INVALIDS,
SPENDING TIME FOR COUGHS AND COLDS.

[illegible][illegible][illegible]

leader in south coast, carrying nine coarse gold.
Confession.—Each three extended 100, 175, 750, from
top of water rise to all work progressing favourably.
The first of the three, however, has been obliged to
go through a vein. Now rare rock on the drive just
above the water on the left side of the road, and
the vein through it. Intermediate drive as usual. Main
road is a good one, and the water is given out
throughout the mine.

**For Weak Strains, Impaired Digestion, and the
Lives of the Liver** this little magic, and a few doses
of the **WATER** will restore the long-lost vigour, and
organize the human machine. Ify strength
the **WATER** restores the long-lost complexion, bring-
ing back the healthy glow to the face, and the
cheerful smile to the lips.

[illegible]

1 portion is composed of quartz boulders, which is low-grade;
on SUMMIT-STRONG, BEDROCK.

